

TOR... Harry Beecher
Francis Trevelyan
Duncan Curry

SPORTING NEWS TOLD BY EXPERTS.

CYCLING.....A. G. Batchelder
PUGILISM....."Right Cross"
ATHLETICS.....George Sands

SHAMROCK'S SAILS THE WORK OF A MASTER. COLUMBIA IN A HEAVY WIND AGAIN DEFEATS THE DEFENDER.

The Crew Toils Six Hours at the Big Spread of Canvas, Watched by a Large Crowd.

THEY hoisted the mainsail on the Shamrock yesterday. Her crew spent all day Wednesday getting ready to do it when they really started yesterday morning they accomplished the task though in a leisurely fashion.

Captain Hazard appeared on deck fully dressed with a canvas hat on. He looked at the sky and looked at the sea and said something to his mate, who looks like a bank clerk on a vacation. The mate mentioned the matter to the men, who took a mild interest in it and spread themselves over the deck particularly along the boom. For a long time they worked over this, untiring knots in the smooth cords and unpacking the canvas with much care as if the long haul was full of gold dust and they were afraid of spilling it.

The two boats, four excursion steamers and a yacht, having near their passengers watching with absorbed interest, while the Shamrock, like a proud little green duck among a flock of untidy geese, preened herself.

By 11 o'clock in the morning the operation had progressed so far that the mainsail stood up like a white vanguard above the deck.

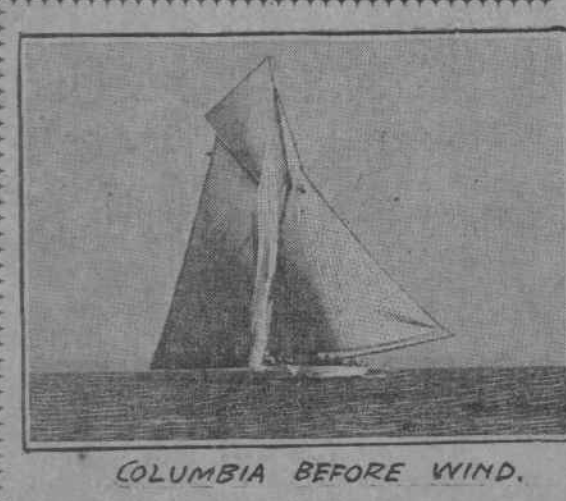
Suddenly a bell was rung on board the club and all looked at it. Three three were on board with buckets of beer and the first time on board showed that they could handle, and, incidentally, the excitement which played "Waiting of the Green," and the band on another excursion steamer played "God Save the Queen."

The sail was hoisted eight and the buckets hoisted all of ten minutes.

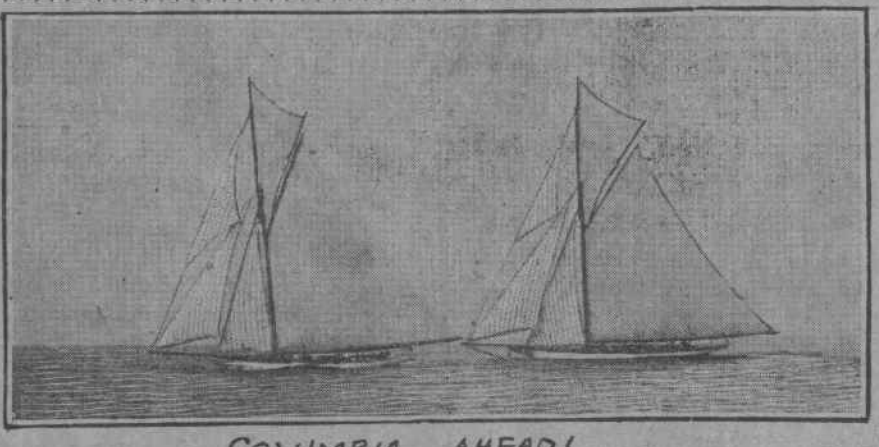
Beginning to work the crew hoisted up the mast and then the sail. In another hour the sail was clear up and the Shamrock really looked like something that was made to go on the water. The sail was hoisted by the crew and the Shamrock really looked like something that was made to go on the water.

She made a beautiful picture then and the gathered yachtsmen said "She is the perfect sail of that splendid sail. Workmanship above from every inch of the grand spread. The light wind filled with the breeze and the Shamrock nodded and bowed. She was anything but coy when the wind blew in and the buckets hoisted all of ten minutes.

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COLUMBIA BEFORE WIND.



COLUMBIA AHEAD!

COLUMBIA THE FASTEST BOAT AFLOAT.

BELIEVE that the Columbia is the fastest yacht that was ever built and that she is superior to the Defender under all conditions. Her best gains on the champion of 1895 have been made in lighter airs, but in heavy weather she has proved to be an improvement on the yacht that four short years ago we all thought invincible.

The Columbia is a wonder going to windward, and in reaching and running she can travel faster than any sailing yacht I have ever seen. If the Shamrock can win from her she must be indeed a marvel.—W. G. D. BROOKS, owner of the racing schooner America, which has proved the best two-sticker of the season.

Last Exhibition of the New Cup Defender Proves Her to Be the Fastest Yacht Afloat.



DEFENDER BEFORE WIND.

NEWPORT, R. I., Aug. 31.—Columbia and Defender went outside this afternoon at 2:30 for a run to Point Judith and back, returning at 5:30. The wind was southwest and blew a whiff of breeze.

Both boats had all sails set and presented a fine spectacle as they were beating out to round the buoy off Point Judith.

Every opportunity was given to allow Columbia to test her sailing qualities under every possible condition, but the skipper of Defender did his best to outfoot the new boat, which was never headed from start to finish. Columbia had no difficulty in coming in ahead by at least five minutes.

Much interest is centered in the first of the trial races set for Saturday. Many visitors and many yachts are expected, and it promises to be an important social event, as well as one of international sporting interest.

The cottagers who own steam yachts are sending out many invitations. Large parties will be taken out on board steam yachts Valiant, Electra, Narada, Josephine, Sultana and Corsair.

Just why these contests should be sailed is not apparent, except as tanning races for the Columbia. That the latest Herreshoff production is superior to the hitherto invincible Defender is admitted by all who have followed the races with any degree of interest, and it requires only the official notification from Commodore Kane and his associates on the Regatta Committee to make the selection official.

While the Columbia was noticeably tender in her races during the New York Yacht Club cruise, she still proved her superiority over the champion of 1895. With the steel mast and its accompanying lightening of weight aloft, and the few tons of additional lead that has been placed below the water line, she should be as stiff as a church, a feature that has been a distinguishing one of the Defender so far.

and introduced to the winds and waters of the racing ground.

SHAMROCK'S SAILS ARE THE WORK OF A MASTER.

TO the experienced eye of a sailor the acres of canvas in the big mainsail exhibit distinctly the hand of a master, and do credit to Ratsey's loft. Not a wrinkle was visible in its broad expanse except a slight strain at the clew of the sail where it was hauled out on the boom, and a fullness along the foot that showed that the boom or draught was kept lower down than that of the Columbia.

In shape the rig is not so lofty as the Columbia, the luff or forward part of the sail is much shorter by comparison, and the sail does not peak up so high, giving the expanse a more square appearance than that of the Columbia.

This form of sail is considered the ideal for reaching, and with it the great area in the forward triangle the Shamrock will reach wonderfully fast.

The higher peaked mainsail and generally more lofty rig are considered better for windward work in this country.

Fastenings of the sail.

The cloths of the sail run from head to foot, parallel to the luff or after part of it. The head is made fast to a juck-stay, and the foot of the sail is stretched by all who have followed the races with any degree of interest, and it requires only the official notification from Commodore Kane and his associates on the Regatta Committee to make the selection official.

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The sail has four sets of reef points, and from slight wrinkles at these points before the sail was sweated up to its utmost limit it was seen that the canvas had been used before. It is probably the same sail that was used on the yacht in her races with the Britannia.

The leisurely manner in which the sail was bent clearly showed that Captain Hazard had no intention of taking the craft down to Sandy Hook during the day.

Sail Up for Over an Hour.

The sail flapped lazily in the light southerly breeze for more than an hour before it was lowered and snugly furled. A sail cover was then spread over the boom and the toppling lift lowered away until the boom rested on its crutch aft of the steering gear, and the work was over for the day.

Mr. Barrie stated that he did not know when the yacht would drop down to her anchorage inside Sandy Hook. It is probable that she will do so this morning and have a short trial spin outside during the afternoon, if the weather conditions are favorable.

Closely Watched at Home.

Every movement of the Shamrock on this side is watched with the greatest interest by devotees of the sport in Great Britain. The London Yachting World, published yesterday, says: "If Shamrock is successful, the building of three or four English defenders is already assured. If Shamrock is beaten, it is not likely there will be much big boat racing on this side next year."

Continuing the article says that in any event Shamrock will sail in the Mediterranean in 1900, and mentions as a possible rival to the Shamrock a yacht designed by

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SUPERBAS DEFEAT THE EXILES. GIANTS LOST TO THE PIRATES.

Results and Attendance.

Exiles vs. Superbas, 7-6. Attendance, 1,500.
Pirates vs. Giants, 7-6. Attendance, 1,500.

Standing of the Clubs.

Exiles, 1st; Superbas, 2nd; Pirates, 3rd; Giants, 4th.

To-Day's League Games.

Exiles vs. Superbas, 7-6. Attendance, 1,500.
Pirates vs. Giants, 7-6. Attendance, 1,500.

Superbas Beat Cleveland.

Superbas beat Cleveland, 7-6. Attendance, 1,500.

Pirates Defeat Giants.

Pirates defeated Giants, 7-6. Attendance, 1,500.

Exiles vs. Superbas.

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FRANK IVES, THE NAPOLEON OF BILLIARDS, IS DEAD



Frank Ives, Champion Billiardist, and His Most Difficult Shot.

He died yesterday at Progresso, Mexico, where he was trying to prolong his life. He was suffering from consumption. In his lifetime he defeated all the expert billiard players of the world.

A DISPATCH from Progresso, Mexico, conveys the sad news of the death of Frank Ives, the billiardist. Tuberculosis, that dread disease, which has had the marvellous player in its grasp for several years, was the cause of his demise. A telegram from Mexico was received by Dr. J. D. Peters, of Grand Rapids, Mich., telling of his demise. The remains will be brought to Plainville, Mich., where the deceased was born, thirty-three years ago.

When about eighteen years of age he began playing pool and billiards. At the latter game he soon acquired remarkable proficiency.

Ives sprang into fame by vanquishing the champion on March 19, 1892. Then Slosson sought laurels, and Ives, two months later, defeated the "Student" by a score of 800 to 485.

During the next year he twice succumbed to Schaefer, but in a tournament between the tree experts at Cincinnati February 1 to 3, 1894, Ives was the victor.

On February 5, 1898, Schaefer won the championship from Slosson, and Ives sought a match with his old-time opponent. He defeated him, and thereafter declined to enter into championship competitions.

He was a head between second and third.

Fourth Race—The "Napoleon" Stakes, for three-year-olds; penalties and allowances; \$1,200 added; one mile and the stakeholder's fee; \$100. Winner, Martineau, 120 (McClure), 11 to 10 and 1 to 3, won; Martineau, 120 (McClure), 11 to 10 and 1 to 3, won; Martineau, 120 (McClure), 11 to 10 and 1 to 3, won.

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SHEEPSHEAD BAY ENTRIES.

First Race—For two-year-olds; selling; \$700 added; the Futurity course.

Second Race—For maidens three-year-olds and over; special weights; \$500 added; one mile on the main track.